

rules residential zone

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Rules...

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rule table

Item	Permitted	Controlled	Discretionary/Non-complying
REr.64 Airport Effects Control Overlay, <u>Airnoise Boundary</u> and Port Effects Control Overlay Minimum site area	REr.64.1 a) In the Airport Effects Control Overlay, <u>Airnoise Boundary</u> and the Port Effects Control Overlay, every residential unit must have a net area of at least 600m ² allocated exclusively to it within the site. b) Paragraph (a) does not apply to a single residential unit on a single allotment where: i) the subdivision was granted before 25 October 1996, and ii) the allotment was created by a subdivision approved by the Council, and was not identified on the subdivision plan as a lot for a utility service or access, and iii) the site was previously located within the Port Effects Advisory Overlay in the Proposed Plan as amended by decisions in October 1999 and the subdivision was granted before 14/07/07.	REr.64.2 not applicable	REr.64.3 Activities that contravene a permitted condition are non-complying.
Assessment Criteria	Explanation		
REr.64.4 a) the location of the site in relation to the noise contour, and the main source of the noise. b) the potential cumulative effects of higher density residential activities. c) see also the assessment criteria for Rules REr.23 (minimum site area) and REr.24 (site coverage).	REr.64.5 Land within the Airport and Port Effects Control Overlays as shown on the Planning Maps is predicted to be exposed to potentially high noise levels from the airport or Port Industrial Area. In order to avoid increasing the number of residential units exposed to the noise, a density restriction has been imposed on these areas. An exemption is provided for allotments less than 600 m ² if they existed, or were granted subdivision consent, before the Plan was notified on 25 October 1996. A further exemption is provided for allotments less than 600m ² if they were previously located within the Port Effects Advisory Overlay and if they existed, or were granted subdivision consent, before 14/07/07. One residential unit is permitted on such an allotment by these exemptions. In order to be a permitted activity, the residential unit would have to comply with other rules e.g. site coverage, daylight admission, parking. Note: Comprehensive housing development is not considered appropriate in the Airport or Port Effects Control Overlays, as the Plan seeks to minimise the number of residential units exposed to the noise from these areas. (See REr.22 – comprehensive housing development).		

Item	Permitted	Controlled	Discretionary/Non-complying
<p>REr.65 Airport Effects Control Overlay Acoustic insulation of buildings</p> <p><u>Activities Sensitive to Airport Noise</u></p>	<p>REr.65.1 Within the Airport Effects Control Overlay construction, <u>only Replacement</u>, or substantial alteration of <u>an existing Building containing an Activity Sensitive to Airport Noise lawfully established as of [date Plan Change is confirmed]</u> is permitted if:</p> <p>a) either, the bedrooms and living areas, where they <u>any Habitable space which is</u> are new or substantially altered, incorporates <u>s</u> acoustic insulation in accordance with Appendix 19.1 (acoustic insulation requirements), or</p> <p>b) the building consent application is accompanied by a certificate from a suitably qualified and experienced acoustic engineer to demonstrate that the <u>B</u>building design will reduce noise levels to at least <u>45dB A d B L_{dn}</u> inside the new or altered bedrooms and living areas (with the windows and doors shut) <u>Habitable spaces based on the Future Aircraft Noise Contours in Appendix 19.1 and incorporates the ventilation measures in Appendix 19.1.</u></p>	<p>REr.65.2 not applicable</p>	<p>REr.65.3 Activities that contravene a permitted condition are non-complying.</p> <p><u>New Activities Sensitive to Airport Noise or the construction of any new Building to accommodate an Activity Sensitive to Airport Noise are non-complying.</u></p>
<p><u>REr.65A</u></p> <p><u>Airnoise Boundary</u></p> <p><u>Activities Sensitive to Airport Noise</u></p>	<p><u>REr.65A.1</u> <u>Within the Airnoise Boundary only Replacement, or substantial alteration of an existing Building containing an Activity Sensitive to Airport Noise lawfully established as of [date the Plan Change confirmed] is permitted if:</u></p> <p>a) <u>any Habitable space which is new or substantially altered, incorporates acoustic insulation in accordance with Appendix 19.1, or</u></p> <p>b) <u>the building consent application is accompanied by an Acoustic Certificate from a suitably qualified and experienced acoustic engineer to demonstrate that the Building design will reduce noise levels to at least 40dB L_{dn} inside the new habitable spaces based on the Future Aircraft Noise Contours in Appendix 19.1 and incorporates the ventilation measures in Appendix 19.1.</u></p>	<p><u>REr.65A.2</u> not applicable</p>	<p><u>REr.65A.3</u></p> <p><u>New Activities Sensitive to Airport Noise or the construction of any new Building to accommodate an Activity Sensitive to Airport Noise are prohibited.</u></p>
<p>REr.65BA Port Effects Control Overlay Acoustic insulation of buildings</p>	<p>REr.65BA.1 Within the Port Effects Control Overlay, construction, or alteration of a building is permitted if:</p> <p>a) the building is acoustically insulated to reduce noise levels to no greater than 40dB A L_{dn} inside any new or altered habitable space and has either ventilating windows open or minimum ventilation requirements as set down in Appendix 19 (acoustic insulation requirements), and</p> <p>b) prior to the commencement of any construction or site works a certificate is obtained from a suitable qualified engineer to demonstrate that the building design complies with paragraph a) above, and</p> <p>c) the acoustic engineer provides certification that the finished construction/alteration complies with paragraph a) above.</p>	<p>REr.65BA.2 not applicable</p>	<p>REr.65BA.3 Activities that contravene a permitted condition are non-complying.</p>

REr.66 Airport Effects Advisory Overlay	REr.66.1 Note: no special rules apply to this overlay which defines the area between the L _{dn} 55 and 60 dBA (10.9 and 34.6 Pasques) noise contours. The overlay is to advise that the areas will be subject to the effects of airport noise.	REr.66.2 not applicable	REr.66.3 not applicable
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Assessment Criteria	Explanation
REr.65.4 a) the location of the site in relation to the noise contour, and the main source of the noise. b) the number of people likely to be exposed to the noise, the type of noise, and the duration of exposure. c) the nature of the activity, and its susceptibility to noise. d) the effectiveness of, and in particular the certainty provided by, any conditions or controls that might be imposed on the activity. e) the potential cumulative effects of an increased exposure to noise. <u>not applicable.</u>	REr.65.5 The rule is based on the predicted exposure of the site area within the overlay to noise levels from the airport, on a long term basis. The rule provides for mitigation of potential adverse effects by the insulation of parts of buildings that are most likely to be sensitive to noise. The acoustic insulation standards in Appendix 19 (acoustic insulation requirements) provide one way of meeting the permitted condition. Alternative methods of meeting the standard can be used, if certified by a suitably qualified acoustic engineer.
REr.65A.4 not applicable.	REr.65A.5 The rule is based on the predicted exposure of the property to noise levels from the Port Industrial Area. The rule provides for mitigation of potential adverse effects by the acoustic insulation of parts of buildings that are most likely to be sensitive to noise. In order to ensure that the standard is met, certification by a suitably qualified acoustic engineer is considered appropriate.